

Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

1. (Canceled)
2. (Previously Presented) The brake application system according to Claim 20, wherein, for the electric driving of the one screw connection part an electric drive unit is provided which consists of an electric motor with a gearing arranged on an output side, the gearing output of the gearing is rotationally coupled with the one screw connection part.
3. (Previously Presented) The brake application system according to Claim 2, wherein the electric motor comprises a d.c. motor, and the gearing comprises a planetary gearing axially adjoining the d.c. motor as well as one or more gearwheel stages arranged on its output side.
4. (Previously Presented) The brake application system according to Claim 2, including a clutch in front of the electric drive unit of the one screw connection part, by means of the clutch, in the event of the presence of an axial force originating from a braking, the one screw connection part is non-rotatably coupled with a non-rotatable part and is otherwise uncoupled from the latter.
5. (Previously Presented) The brake application system according to Claim 4, wherein the clutch includes a cone clutch having at least two conical surfaces which can be stopped as a function of friction against one another and are arranged obliquely viewed in an effective direction of the axial force.
6. (Previously Presented) The brake application system according to Claim 5, wherein one of the conical surfaces is constructed on a housing and the other conical surface is constructed on a conical sleeve non-rotatably connected with the one screw connection part.
7. (Previously Presented) The brake application system according to Claim 6, including a threaded pin of the one screw connection part screwed into an internal thread constructed in a bottom of the conical sleeve.

8. (Previously Presented) The brake application system according to Claim 7, including a gearwheel meshing with a gearing-output-side gearwheel (of a gearing and being coaxially rotatably disposed on a cylindrical projection of the conical sleeve.

9. (Previously Presented) The brake application system according to Claim 8, including a slip clutch arranged between the electric drive unit and the one screw connection part; and the slip clutch is constructed to be slipping when stop positions have been reached and is otherwise coupling.

10. (Previously Presented) The brake application system according to Claim 9, wherein one stop position is formed by the application of the brake pads on the brake disc and another stop position is formed by a screwing end position, in which the one screw connection part is screwed into the other screw connection part to the stop, or vice-versa.

11. (Previously Presented) The brake application system according to Claim 10, wherein the slip clutch is arranged between the cone clutch and the electric drive unit of the one screw connection part.

12. (Previously Presented) The brake application system according to Claim 11, wherein the slip clutch contains balls pretensioned by defined spring pressure in grooves, the grooves being constructed on a face of the gearing-output-side gearwheel, and the balls being held in bores of a ring non-rotatably held on the cylindrical projection of the conical sleeve.

13. (Previously Presented) The brake application system according to Claim 20, wherein, at least during the electric driving of the one screw connection part in one rotating direction for the wear adjustment, the other screw connection part is held in a non-rotatable manner.

14. (Previously Presented) The brake application system according to Claim 13, wherein the other screw connection part is coupled with an electric drive unit for the emergency and/or auxiliary release by an unlockable free wheel; the unlockable free wheel permits a rotation of the other screw connection part by the electric drive unit in a direction against the wear adjustment and is constructed for blocking this rotation if it is not caused by the electric drive unit.

15. (Previously Presented) The brake application system according to Claim 14, wherein another electric drive unit of the one screw connection part is actuated independently of the electric drive unit of the other screw connection part.

16. (Previously Presented) The brake application system according to Claim 14, wherein the electric drive unit of the other screw connection part contains an electric motor.

17. (Previously Presented) The brake application system according to Claim 14, wherein the other screw connection part is coupled by a slip clutch with the electric drive unit and has an application surface for the application of a rotating tool.

18. (Previously Presented) The brake application system according to Claim 20, characterized in that the one screw connection part is formed by the threaded spindle and the other screw connection part is formed by the nut.

19. (Previously Presented) The brake application system according to Claim 18, including the unlockable free wheel formed as a coil spring free wheel between a cylindrical wall of a non-rotatable part and a sleeve rotating along with the nut.

20. (Currently Amended) A brake application system for vehicles,
~~particularly for rail vehicles, comprising:~~

a wear adjuster having a helical gear which has a threaded spindle and a nut which can be screwed thereto as screw connection parts;

one screw connection part of the helical gear being electrically driven for the wear adjusting; and

another screw connection part of the helical gear being electrically driven for an emergency and/or auxiliary release of the brake.